

ROADWAY RECONFIGURATION PUBLIC INFORMATION POLICY

Louisville Metro Public Works and Assets
Louisville Metro Economic Growth & Innovation
Louisville Metro Parks

Background

The classic roadway reconfiguration, commonly referred to as a "road diet," is a national best practice transportation technique that involves reducing the number of existing travel lanes along roads to achieve systematic improvements. The reconfiguration allows the roadway/pavement to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. In January 2012, FHWA issued a "Guidance Memorandum on Promoting the Implementation of Proven Safety Countermeasures". This guidance takes into consideration the latest safety research to advance a group of countermeasures that have shown great effectiveness in improving safety. Safety practitioners are encouraged to consider this set of countermeasures that are research-proven, but not widely applied on a national basis. The 2012 list of proven safety countermeasures includes "Road Diets." Road diets have multiple safety and operational benefits for vehicles as well as pedestrians (FHWA-SA-12-03), such as:

- By decreasing vehicle travel lanes, the distance for pedestrians to cross is also reduced,
- therefore reducing the multiple-threat crash for pedestrians (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash)
- Providing room for a pedestrian crossing island,
- Improving safety for bicyclists when bike lanes are added (such lanes also create a buffer space between pedestrians and vehicles),
- Providing the opportunity for on-street parking (also a buffer between pedestrians and vehicles),
- Reducing collisions, particularly rear-end and side-swipe types
- Improving speed limit compliance and decreasing crash severity when crashes do occur.



Purpose

This policy is intended to provide guidance for Louisville Metro Government staff as well as structure for the public on how information will be disseminated to the community when roadway reconfigurations are proposed. The intent is to provide early and thorough awareness of the variety of opportunities for citizen and business input aimed at ensuring full community awareness.

Process

Roadway reconfigurations can be low cost if planned in conjunction with reconstruction or simple overlay projects, since a roadway reconfiguration mostly consists of restriping. Each proposed roadway reconfiguration will go through the following process before being vetted with the public.

- **Identification** - Roadways with Average Daily Traffic (ADT) of 20,000 or less may be good candidates for a roadway reconfiguration and should be evaluated for feasibility. It has been shown that roads with 15,000 ADT or less had very good results in the areas of safety, operations, and livability. Driveway density, transit routes, the number and design of intersections along the corridor, crash rates (vehicle, bike, pedestrian), prevailing speeds, travel time, as well as operational characteristics are some considerations to be evaluated before deciding to implement a roadway reconfiguration. Each of these metrics will be examined for a minimum of one year following the implementation of a road reconfiguration to determine effectiveness.
- **Roadway Reconfiguration Plan Creation** - Based on local and national best practices, Louisville Metro Public Works and Economic Growth & Innovation staff will determine what facilities (e.g. bike lanes, sidewalks, traffic calming infrastructure, etc.) would most benefit each proposed roadway reconfiguration. Louisville Metro Parks will be an additional lead department in any roadway reconfiguration of an Olmsted Parkway.
- **Intergovernmental Briefing** - Proposed roadway reconfigurations will first be discussed with the Mayor's Office and then affected Metro Council members

Strategy for public input

Public outreach will include but is not limited to the following steps:

- Notification to Mayor's office, Metro Council member, and KYTC District if state maintained roadways 4 weeks in advance of initial public outreach
- Press release 2 weeks prior to any public meeting
- Posting on Louisville Metro website 2 weeks prior to any public meeting
- Email blast through neighborhood notification system 2 weeks prior to any public meeting
- Social media updates 2 weeks prior to any public meeting
- Outreach to affected neighborhood, community, and business associations
- Informational door hangers distributed to all residential units with street frontage along proposed roadway reconfiguration 2 weeks prior to any public meeting
- Minimum of 2 public informational sessions will occur in the affected council district/districts. Each meeting will have a written agenda, fact sheets, display boards, project management staff, an assigned facilitator, audio capability, and a scribe to take minutes.

Assessment

Following each community outreach effort Louisville Metro Public Works and Economic Growth & Innovation Staff will examine the effectiveness of the reconfiguration design and public information dissemination.

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